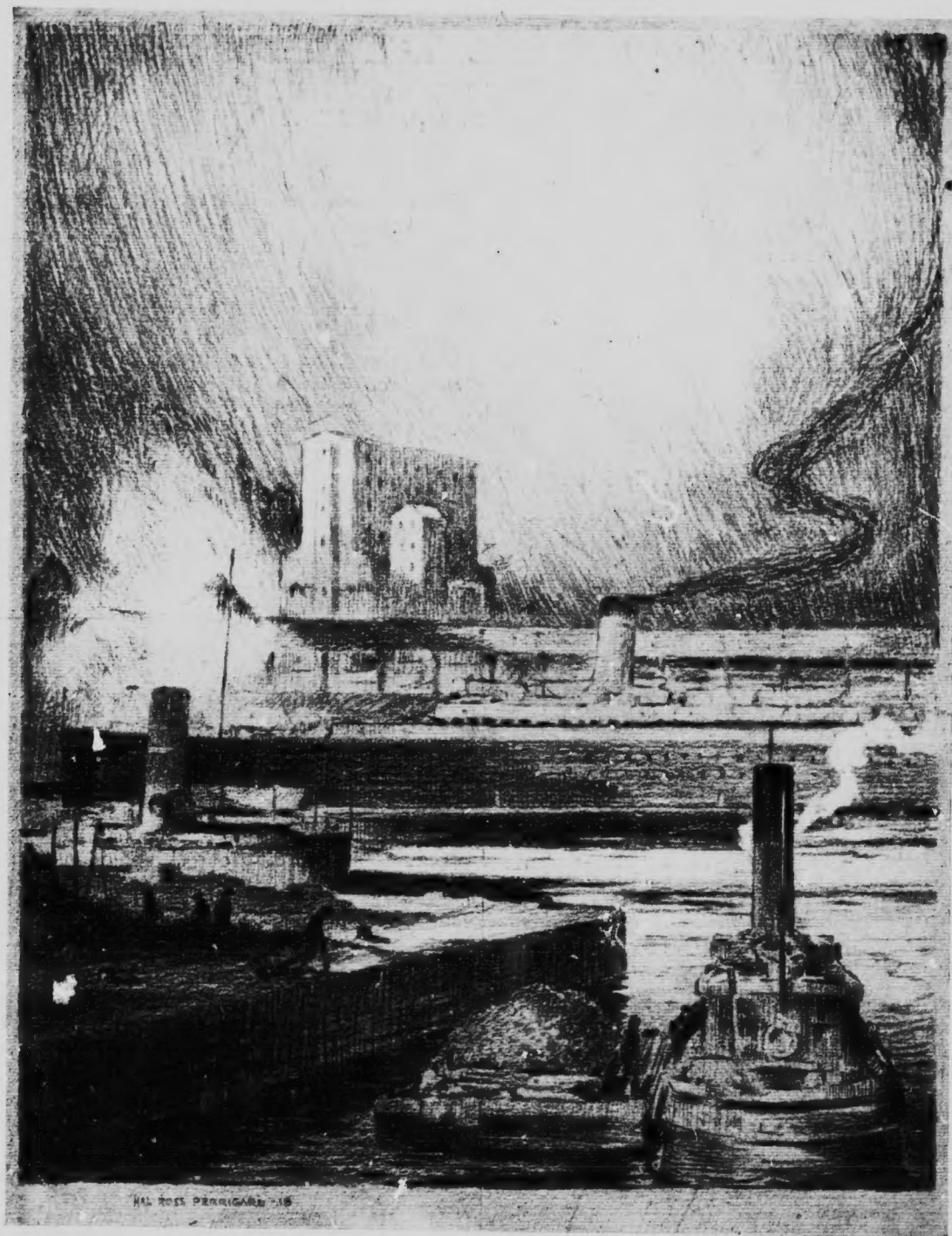


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HAL ROSE PERRIGAN '18

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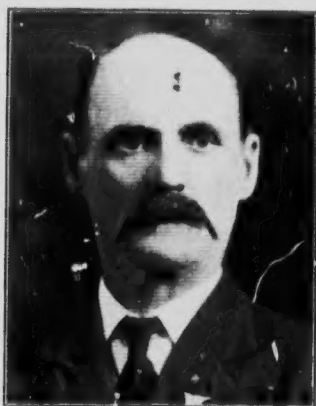
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LE PORT DE MONTREAL EN 1872

## Canada's Shipping

**Some Historical and Statistical Data About the Dominion Merchant Marine — The Pioneers of the Trans-Atlantic Steam Service, and of both Sail and Steam Navigation on the Great Lakes.**

Favored by nature in so many respects, Canada has no more valuable natural asset than the heritage of the extended coast lines and the unrivalled systems of inland waterways which appear destined to make her one of the greatest maritime nations of the world. From its earliest history, it has been intensely interested in navigation and this interest arose from necessity. The settlement of the country took place along its coasts, its bays, estuaries and lakes. To reach the inland sections nearly all communication was by use of the numerous waterways and it is hardly any more than half a century since any serious competition by road and rail began. Even now, in spite of this competition they are of the greatest of all highways: Canada contains very much more than half of the fresh water upon the globe.

The great advantage possessed by Canada over her older and more populous neighbor to the south with respect to natural means of communication received eloquent demonstration at an early stage of the Continent's development. Exploration, like everything else, moves along the lines of least resistance and greedily seizes advantage of the most feasible routes. And so it happened that the first parties to penetrate to the centre of North America, to discover and explore the Great Lakes, the Mississippi, the vast western prairies and the Rocky Mountains, were composed

of colonists — New France, then a very insignificant outpost so far as regards population compared with the thriving colonies of New England, Maryland, Virginia and New Amsterdam.

The possessor of such unrivalled natural facilities for maritime enterprise, and populated by the descendants of races remarkable for their nautical skill and inclination, one would naturally look to Canada for an interesting maritime history and for an extensive mercantile marine. And both are to be found.

The first flag to float over any port of what is now the Dominion of Canada in token of sovereignty was the English flag flying over the "Matthew", Captain John Cabot, June, 1497, off the coast of Cape Breton. Jacques Cartier, the enterprising French navigator, sailed up the St. Lawrence in 1534. The first vessel built in what is now Canada was laid down at Port Royal, Nova Scotia, June, 1606. In 1607, Pontgrave built in the Annapolis River a bark and a pinnace to replace those cast away. The first sea-going vessels in New France were built in 1668, under the direction of M. Talon, the Intendant. As early as 1723 shipbuilding was an established branch of industry in old Canada, six merchant ships and two men-of-war having been built in the Colony during the year. In 1752 a 24-gun ship was built at Cape Diamond, Que-

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bec. (Johnson's Alphabet of First Things in Canada.)

The first European who accomplished the ascent of the St. Lawrence from the Atlantic to Lake Ontario was M. de Courcelles, in 1610. He did so in furtherance of the policy that was being pursued by France to secure the fur trade with the Indians in the north and north-west of the American continent. About three years later than this a young French traveller, Sieur La Salle, arrived in Canada full of a project of discovering a route to Japan as well as to the East Indies by penetrating further and further to the west until he reached "the northern seas". He disclosed his plans to Frontenac, who had succeeded De Courcelles as Governor of Canada, and quite won him over to his views. Furnished by Frontenac with letters of introduction to influential people at the French Court, he returned to France, and while there obtained from the monarch a grant of the seignory of Cataragui, together with the exclusive right to trade in the west, and full liberty of exploration. Armed with these extensive powers, in 1678 La Salle returned to Canada, and for about a year employed himself in building fortresses at Cataragui in constructing ships on Lake Ontario, and in commercial transactions with the Indians.

The first sailing vessel built upon Ontario was a smaller schooner of about ten tons burden, constructed at the "Cabins", where Kingston is now. Upon this vessel on November 18th, 1678, La Salle sailed from Cataragui, his destination being the mouth of River Niagara. He had as his companions Father Hennepin and Chevalier de Tonti, and on his vessel carried both merchandise and the materials for constructing a ship. Soon after entering Niagara River, La Salle and Father Hennepin, with their small craft, were brought to a stand at the head of the eddy at Queenston, where lies a large rock, which is to the present time distinguished as Hennepin Rock. Their vessel was wrecked, and the rigging and other stores for the "Griffon" were lost, though the anchors and cables were saved. This wreck took place at Thirty Mile Point, where there is a very bad shore.

Once more La Salle returned to Frontenac and again by another vessel shipped fresh stores and supplies for the "Griffon". The name of this ship is not given, but the other was known as the "Frontenac".

There is much difference of opinion as to the exact locality where the "Griffon" was built but it was probably at Cayuga Creek (two leagues) six miles above the falls, for small spikes and other small articles of rusted iron were frequently found there some years ago.

The following spring (1679) she was launched. Five small cannon looked out from her port-holes, and on her bow was carved a portentous monster the "Griffon", whose name she bore, in honor of the armorial bearings of Frontenac (Parkman).

The "Griffon" is described as a kind of brigantine, not unlike a Dutch galliot, with a broad, elevated bow and stern, very flat in the bottom, looking much larger than she really was and of sixty tons burden.

In 1679, accompanied by Father Hennepin, who was a Flemish Recollet, and had come from France with him, La Salle on August 9th entered Lake Erie on board the "Griffon", this being the first ship which had ever floated upon its waters. He sailed from end to

end of it, and going through the Straits of Detroit, he then entered a beautiful sheet of water, to which he gave the name of Lake St. Clair. Passing thence through the narrow channel he reached Lake Huron. Standing on, the south side of the strait between Lake Huron and Michigan was reached, the voyage coming to an end in one of the bays to the north of the latter lake. La Salle remained in the North-West for some time longer, but he sent the "Griffon" back laden with valuable furs and she is supposed to have foundered, as nothing more was ever heard or any trace found of her.

In 1705 a large frigate was built in Nova Scotia.

Alexander Henry and his associates built the first vessel that sailed on Lake Superior, a 40-ton sloop, in their shipyard at Point Aux Pins, 1710-12. Before that date the traders used canots de maitre which carried much cargo and were paddled by fourteen or sixteen men.

The first vessel built in New Brunswick was in 1710, and in St. John, N.B., in 1715. This latter was destroyed while on the stocks by rebels from across the line, who in turn were destroyed by a body of men from Port Royal.

The first vessel built on the North Pacific coast was a 40-ton vessel, built by Captain John Mears, and launched at Nootka, in 1786 (Dr. George Johnson's Alphabet of First Things in Canada).

The first ship considered remarkable for its large size built in Canada was the "Columbus". It was built in 1826, on the Isle Orleans, a lumber ship, four masted, 300 feet long, 50 feet beam and 30 feet hold, with a measurement of 4,000 tons. The arrival of this vessel in the River Thames excited much interest. The Duke of Clarence, then Lord High Admiral and afterwards King William IV, with a distinguished company of 100 guests, was entertained on board. The "Columbus" was followed by the "Baron of Renfrew" of about the same dimensions. These vessels were built to enable their owners to get the timber in free of duty, ships being then free and timber being dutiable in England.

In 1752 ten ships of from 40 to 100 tons were built in New France, or old Canada and there were some sixty saw mills east of the Ottawa largely engaged in producing lumber for the ship yards in the colony and in France.

For many years after the cession to Britain, Canada made rapid strides in ownership of vessels, and in 1878 reached her highest point having in that year 133,015 tons, of shipping on her registry books.

The building, ownership, and actual navigation of wooden sailing craft once made Canada fourth among the shipping countries of the world, the change to steam and steel, coinciding with the destruction of the handiest timber and the development of inland forms of business, put no less than eight successful rivals ahead of her.

During previous years the tonnage of vessels built in Canadian shipyards was as high as 191,000 registered tons, in 1874. Since that year there has been a decrease, till, in 1896, it fell to 16,146 tons. In 1898 there was a slight revival, the tonnage of new shipping built amounting to 24,522 tons. This was offset to a certain extent by the sale to other countries of 17,210 tons.

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The total number of vessels remaining on the register books of the Dominion on December 31st, 1904, including old and new vessels, sailing vessels, steamers and barges, was 7,152, measuring 672,838 tons registered tonnage, being an increase of 132 vessels, and a decrease of 10,309 tons register, as compared with 1903. The number of steamers on the registry books on the same date was 2,543, with a gross tonnage of 353,514 tons. Assuming the average value to be \$20 per ton, the value of the registered tonnage of Canada, on that date, would be \$20,185,140.

The number of new vessels built and registered in the Dominion of Canada during the year 1904 was 308, measuring 18,551 tons register tonnage. Estimating the value of the new tonnage at \$45 per ton, it gives a total value of \$834,930 for new vessels.

The reason for the almost complete cessation of the shipbuilding industry is, of course, the change from wooden to iron and steel ships. The reasons for the very great decrease in tonnage owned in Canada are the cessation of building and the sale to other countries, principally Norway.

The state of affairs will soon cease thanks to the development of the iron industry by the encouragement of the manufacture of pig iron. This has been so successfully prosecuted, that, instead of the proportion of home-made pig being 36 per cent. of the whole consumption as it was in 1884, it has been in recent years from 75 to 88 per cent. of the whole. Large and well placed steel works at Sydney near the ancient site of Louisburg in Cape Breton — are the beginning of an effort to adapt ourselves to the changes which have rendered our forests useless for shipbuilding purposes (Dr. George Johnson).

Among the most interesting and most honorable pages of the maritime history of Canada are those which relate to the very prominent part this country played as a pioneer in the development of steam navigation. Here it appears desirable to go back in history to the very origin of the application of steam as a motive power to ships. In 1701, on the River Fulda, in Prussia, a clever Frenchman named Paplin, constructed a boat and had an engine put in her. All went well with the inventor until he ran counter to the river-men, who saw in the invention an end of their trade. They destroyed the vessel and her machinery, and another fifty years went by before a second vessel was built.

This time some Scotchmen took up the project and with better success, but after their vessel was only a successful toy, and of no practical benefit. The engine of this vessel can still be seen in a museum at Glasgow. In 1801 a craft was actually propelled on the Thames by means of a steam engine, and in the following year the Charlotte Dundas was built, fitted with steam power and launched. The latter vessel was the one which Robert Fulton, the pioneer of steam navigation in the United States, inspected so carefully, and from which he obtained his ideas from the "Clermont", which first plied the Hudson River, between Albany and New York in 1807.

John Molson arrived in Canada in 1782, and after successfully founding the brewing business which is still carried on by the family turned his attention to the novelty of steam navigation. On the 3rd of November, 1809, the second steamboat in America built at Montreal by Mr. Molson and named the "Accommodation",

started on her maiden voyage to Quebec. The venture was entirely successful, the run being made in thirty-six hours. This vessel measured eighty-five feet over all had sixteen feet beam and an engine of six horsepower. Sixty pounds of luggage were allowed to passengers, and they were requested to purchase their tickets early in order to allow of sufficient provisions being laid in. The fare was eight dollars down to Quebec and ten dollars back.

In the following year (1810) Mr. Molson applied for a monopoly for fifteen years, and in 1811 began the construction of the "Swiftsure" for the same service.

The following from **The Quebec Mercury** of Monday, November 6th, 1809, announcing the first arrival of the "Accommodation" at Quebec, may now be read with interest, as a curiosity. It was the commencement of an era in the navigation of those inland waters and of the lakes, the progress whereof has exceeded anything that the most sanguine could have expected at the outset:

"On Saturday morning, at 8 o'clock, arrived here, from Montreal, being her first trip, the steamboat "Accommodation", with ten passengers. This is the first vessel of the kind that ever appeared in this harbor. She is continually crowded with visitants. She left Montreal on Wednesday, at two o'clock, so that her passage was sixty-six hours, thirty of which she was at anchor. She arrived at Three Rivers in twenty-four hours. She has at present, berths for twenty passengers; which, next year, will be considerably augmented. No wind or tide can stop her. She has 75 feet keel, and 85 feet on deck. The price for a passage up is nine dollars, and eight down, the vessel supplying provisions. The great advantage attending a vessel so constructed is, that a passage may be calculated on to a degree of certainty, in point of time; which cannot be the case with any vessel propelled by sail only. The steamboat receives her impulse from an open double-spoked, perpendicular wheel, on each side, without any circular band or rim. To the end of each double spoke is fixed a square board, which enters the water, and by the rotary motion of the wheel acts as a paddle. The wheels are put and kept in motion by steam, operating within the vessel. A mast is to be fixed in her, for the purpose of using a sail when the wind is favorable which will occasionally accelerate her headway".

The following extract taken verbatim from the **Montreal Herald** of May 8th, 1813, will give a good idea of the time and incidents of an upward trip on the "Accommodation." On this occasion Sir George Prevost, his staff and servants were on board:

"Journal of the steamboat from Quebec, Tuesday, May 4th, ½ past 4 left Quebec—½ past 11 p.m. came to Port Neuf May 5th, ½ past 5 p.m. (a.m.) got under way—at ½ past 5 p.m. past Three Rivers—at 9 p.m. anchored opposite Riviere du Loup—May 6, at ½ past 4 a.m. got under way and made sail—at 8 a.m. hove to off Wm. Henry. Landed three passengers and sent the boat ashore for milk. At 9 a.m. made sail—at 4 p.m. arrived at Montreal. Remarks past every vessel under sail."

The "Accommodation" was actually the first steamboat to be built and engined in America, the engines of Fulton's steamer "Clermont", having been constructed in England. The "Accommodation", was completed throughout in Montreal.

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Previous to the appearance of the "Accommodation" on the St. Lawrence, the mail between Quebec and Montreal took three days.

The first sailing vessels to plough the waters of the Great Lakes were of Canadian build and so were the first steamers to ply there.

Up to the close of the revolutionary period the vessels afloat on the lakes were of government ownership and generally employed on naval and military duties. In the summer of 1793 there appeared on Lake Ontario for the first time the premier merchantman built in Upper Canada. She was named the "York", and had been constructed on the River Niagara in the previous year, 1792. Several other vessels were built during the next few years, all appearing to have plied on the route between Kingston and generally took thirty-six hours to accomplish, but occasionally it took no less than forty-eight, and even longer.

About 1795 there was running on Lake Ontario between Kingston and Oswego and Niagara, a schooner named the "Sophia". She appears to have been a quick sailor, as she accomplished one voyage between Kingston and Niagara in eighteen hours. Americans purchased a Canadian vessel known as the "Detroit" in 1796, and she plied for some time on Lake Erie, but until the following year (1797) there were no United States built ships afloat either upon Lake Ontario or Erie.

The first steamboat on Lake Ontario, the "Frontenac", was built upon the shores of the Bay of Quinte, at Finkle's Point, Ernestown, eighteen miles from Kingston, and within the corporation of Bath. She was commenced in October, 1815, and launched the following season. Three years of war had caused many changes in Upper Canada. On the whole it may be said that the war materially benefitted the province.

After peace things did not re'ap'se into their former state. A spirit of enterprise was abroad, especially in the mercantile community. The leading men of Kingston conceived the idea of forming a company to build a steamboat to ply on Lake Ontario and the navigable waters of the St. Lawrence. A company was consequently formed composed of individuals belonging to Kingston, Niagara, Queenston, York and Prescott. The shareholders of Kingston were Joseph Forsyth, Yeomans, Marsh, Lawrence, Kerkinier, John Kirby, Capt. Murney, and William Mitchell. Advertisements were issued for tenders to construct the boat. The advertisement was responded to by two parties, a Scotchman by the name of Bruce, from Montreal, and Henry Teabout, from Sackett's Harbor, the latter being awarded the contract and establishing a shipyard at Finkle's Point to execute the contract. The first steamboat built to ply on Lake Erie was the "Walk-in-the-Water", built at Buffalo about the same time the "Frontenac" was commenced at Kingston, beginning her voyages shortly after the former.

Inland steam navigation was long an accomplished fact before an attempt was made to cross the Atlantic altogether by steam and here Canada took the lead.

Between the opening of the century and 1831, considerable experimenting was done with steam as a means of propelling vessels across the Atlantic. The "Savannah" was re-constructed at New York in 1818. She was originally a sailing packet, but a 90 horse

power engine was afterward installed, and by means of a combination of sail and steam she crossed from Savannah to Liverpool in the spring of 1819, the time consumed in the voyage being 29 days. Her steam power, however, was merely of an auxiliary character and never a serious factor, and eventually it was removed altogether and she became a sailing packet, pure and simple.

In 1825 the "Enterprise", a ship of 500 tons and 240 horse power, was fitted out for the purpose of capturing a prize of ten thousand pounds sterling, which the British Government offered to the vessel making a successful voyage to India with steam power. The "Enterprise" occupied 110 days on the voyage, and steamed 64 days of that period.

This same year, 1825, the necessity was felt in Lower Canada and Nova Scotia for a better means of inter-communication, and at the session of that year the legislative assembly of Lower Canada voted the sum of £1,500 for encouraging the intercourse between Quebec and Halifax, to be given as a premium or reward to the first steam packet of not less than 500 tons burden that should run regularly between those ports. The Legislature of Nova Scotia met this appropriation with a corresponding spirit, immediately voting £150 for the same purpose. These votes did not, however, immediately produce the intended effect.

On April 27th, 1831, Lord and Lady Aylmer, accompanied by their suite and a brilliant following were present at Black's shipyard in Quebec to witness the launching of a vessel destined to open up a new departure in steam navigation. Amid the strains of the band of the 32nd Regiment, the "Halifax Steamboat" slid off the ways and was christened the "Royal William" by Lady Aylmer, wife of the Governor-General.

She was then towed to Montreal and received her engines, which were of 200 horse power and built by Bennett and Henderson of Montreal.

The "Royal William" was rigged as a three-masted schooner. She measured 363 tons, and was, of course, a paddle box boat. Her length was 160 feet, breadth between paddle boxes 28 feet, depth of hold 17 feet 9 inches, and her cost was £16,000 sterling. Her owners were "The Quebec and Halifax Steam Navigation Company", which was incorporated by act of legislature to inaugurate the bonused service in accordance with the grant of 1825 between Quebec and Halifax touching at Miramichi and other intermediate ports. She sailed from Quebec for Halifax on her first trip August 24th, 1831, making the voyage in six and a half days. The following year she began again upon the same route but on account of the cholera epidemic, and, in spite of the legislative aid, the enterprise not proving profitable, she was put up at the public auction at Sorel and sold for £5,000 sterling. During the summer of 1833, the "Royal William" was employed in the lower river and gulf trade, and finally went on to Halifax and Boston. Her owners decided, however, to send her over to London to be sold, and she sailed for her destination on August 5th of that year. She arrived at Pictou, N.S., on the eighth, and after coaling, left again on the eighteenth. The voyage from Pictou to Cowes occupied 18½ days; the first vessel to ever cross an ocean entirely under steam. At London the "Royal William" was sold for £10,000 sterling, and was chartered by the Portuguese Government as a transport.

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In 1843 she again changed hands, being sold to the Spanish Government, and was made over into a man-of-war and renamed the "Ysabel Segunda", she being the first steam war vessel of the Spanish fleet. Canadians were pioneers, too, in establishing regular steamship service across the Atlantic.

Mr. Samuel Cunard, a Canadian born, a scion from the stock of an old Welsh family, who had emigrate to Philadelphia in the seventeenth century, and who because of their loyalty to King and country, left Philadelphia and settled in Halifax, was present at the launching of the "Royal William", at Quebec, and was deeply interested in her subsequent career. He became a director of the company which owned her. In 1838 he went to England, full of enthusiasm about building and operating a line of steamships to convey the mails, passengers and Her Majesty's troops between England and Halifax, and trading thence to Boston. Two years were spent in negotiation. He was fortunate in securing the cooperation of George and James Burns, of Glasgow, who were, even at the time, running a line of steamers between Glasgow and Belfast, and Mr. Daniel Melver, another Scotchman, resident of Liverpool. The government was induced to advertise for tenders for steamers to constitute a bi-monthly service in summer, monthly in winter between Liverpool, Halifax and Boston. The subsidy was £81,000 per annum, or £3,295 sterling per round voyage. The following steamers were built on the Clyde to carry out the contract: "Acadia", "Britannia", "Caledonia", and "Columbia". There were two bidders for the contract: The Great Western Company of Bristol and Mr. Samuel Cunard, in conjunction with Burns and Melver, and to the latter the contract was awarded; the line taking the name of the British and North American Steam Packet Company, but popularly known as the Cunard Line, and so it remains to this day. The vessels were built of wood, were side-wheeled, or paddle steamers, and of the following dimensions: Length, 207 feet; beam, 34 feet; depth, 24 feet; registered gross tons, 1,115. Their dimensions and model were similar to those of the "Great Western". The engines, built on what is known as the side lever principle, had for each steamer, two cylinders of 72 inches diameter; 6 feet 10 inches stroke, with 425 horse power, consuming 38 tons of coal in 24 hours, and developing a speed of about eight and a half knots.

In addition to their steam power, they were barque rigged, but the square sails on the main mast were of little use, owing to the close proximity of the funnel. The service was commenced on July 4th, 1840, and has continued without interruption until the present time, being now known as the Cunard Line.

The next step was the building of the "Great Britain", which was placed in service in 1845. She was of the, then, immense tonnage of 3,000 tons, her engines of 1,500 horse power. She was christened on July 19th, 1843, by H. R. H. Prince Albert, who with Her Majesty the Queen, journeyed from Windsor to Bristol to honor the launching. She had one funnel and five masts and was considered a magnificent ship by the people of that day. The "Great Britain" was not only an iron ship, but she was propelled by a screw propeller; and thus was introduced by this vessel two features that were to revolutionize marine architecture, and which made the then new Cunarders old-fashioned.

As far back as 1766 the screw as a motive power for vessels had been experimented with in England. It was not, however, until 1806 that John Ericsson, the Swedish inventor, who then resided in London, successfully fitted a small steamer with a screw.

The next step in steam navigation which concerned Canada directly was the establishment in 1857 of the Montreal Ocean Steamship Company, and this was the commencement of the regular steamer service between this country and Great Britain. The Allan's who had been connected with the St. Lawrence trade since 1825, with their clipper ships, were the head of the enterprise, Hugh Allan, afterwards Sir Hugh Allan, being the moving spirit. Associated with the Allan's were William Dow, John G. Mackenzie and Robert Anderson, of Montreal; George B. Symes, of Quebec, and John Watkins, of Kingston. Associated with them also were the Scotch members of the Allan family. After a few years the old title was dropped and the line thereafter went under the Allan name.

Two steamers were ordered from William Denny the "Canadian" and the "Indian", not quite so large as the Cunarders of that day, but a little faster (eleven knots as against ten and a half), and every advantage taken of engineering research up to the time they were built. They were built of iron, and were screw propellers. They sailed under canvas equally as well as any sailing ships, the steam power added giving them ability to make regular passages. The "Anglo-Saxon" of the earlier vessels, made the passage from Quebec to the Rock Light, Liverpool, in nine days, five hours, a remarkable passage for the time.

The Allan's received the contract for carrying the Canadian mails in 1855. The service was to be fortnightly, and in addition to the two steamers built in the previous year, the "North American" and the "Anglo-Saxon" were ordered from the same builders, Messrs. Denny & Co., Dunbarton.

In 1858 the service became a weekly one, the Dominion Government increasing the subsidy sufficiently to bring this about. To carry out the new contract four additional steamers were built: the "North Britain", "Nova Scotian", "Bohemian" and "Hungarian". The new steamers were larger than their predecessors, better carriers and with much finer saloons.

An interesting fact is that the Allan's were the first company to sail a steel steamship. The vessel was the "Buenos Ayrean", built at Dunbarton, in 1879, and launched in 1880. Another innovation which the Allan's introduced to the shipping world was the bilge keel, which has a tendency to keep a vessel upright and prevent rolling in a seaway, and which has now been generally adopted on all modern vessels. The same company were also the pioneers in utilizing the turbine engine in the Atlantic service, their steamships "Virginian" and "Victorian", put into commission in 1905, being the first turbine propelled steamships to engage in the trans-Atlantic trade.

It is a remarkable fact that while during the last twenty years the mail service from Canada to Great Britain had greatly improved, that between New York and British ports has deteriorated.

In 1895, the Allan mail steamship "Parisian", the first to be fitted with bilge keel, held the record for the outward passage from Moville to Rimouki in 6

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days, 21 hours, 20 minutes, and the homeward passage in 6 days, 14 hours, 22 minutes. The Dominion Line S.S. "Labrador" went from Quebec to Moville in 6 days, 23 hours, and came out upon one occasion from Moville to Rimouski in 6 days, 8 hours. The other fast boats twenty years ago were the "Sardinian", "Numidian" and "Mongolian", of the Al'ian line, and the "Vancouver" of the Dominion Line.

In 1901, the Allan's were for the first time able to maintain a weekly mail service with four steamships instead of five, viz., the twin-screw vessels "Bavarian", "Tunisain", "Ionian", and the re-engined "Parisian". The average passages of the four ships were more than half a day less than in 1895. The "Bavarian" has accomplished the homeward trip in 6 days, 3 hours, and the "Tunisain" the outward trip in 6 days, 1 hour, between Rimouski and Moville; while the "Canada" has reached Liverpool in less than 7 days from Quebec. The triple-screw turbine steamers "Victorian" and "Virginian" built for the Allan's, have already still further reduced the time by the Canadian mail route.

In 1895 the four fastest vessels crossing the Atlantic on the route between New York and Great Britain were the "Campania", "Lucania", "Majestic" and "Teutonic", and the two former still hold the record among British mail boats to United States ports, viz., westward 5 days, 8 hours, 6 minutes, and eastward 5 days, 9 hours, 13 minutes for the "Campania", and 5 days, 7 hours, 23 minutes, westward, and 5 days 8 hours, 38 minutes eastward for the "Lucania".

On the Pacific the Canadian Pacific Railway operates a service of regular mail steamers between Victoria, B.C., and Chinese and Japanese ports which in conjunction with the C. P. R. transcontinental railway, makes the Canadian Route from Great Britain to the Far East the shortest existing route. There is also a regular service to Australia.

The first regular mail steamships to leave for a Canadian port from Japan and China was the C.P.R. "Empress of India", which left Yokohama on April 17th, 1891, and reached Victoria, B.C., on April 28th, in 10 days, 11 hours, 34 minutes. To test the possibilities of the Canadian route as compared with that via San Francisco, or via the European continent and the Suez Canal, a special train awaited the arrival of the "Empress of India" at Vancouver, and her mail was brought overland, across the 2,906 miles, to Montreal, in 3 days, 17 hours and 36 minutes, and the total time occupied between the Japanese port of Yokohama and London, England, was under 21 days, and this on steamships and over territory over which flies the British flag.

The completion of the Grand Trunk Pacific Railway to the Pacific coast, it is expected, will lead to the establishment of a second Canadian trans-Pacific service.

#### TRANS-PACIFIC DISTANCES.

Montreal to Vancouver by C.P.R. . . . .	2,906 miles
Vancouver to Yokohama, Japan . . . . .	4,280 knots
Vancouver to Hong Kong, China . . . . .	5,936 "
Vancouver to Honolulu, Sandwich Isl'ds . . . . .	2,400 "
Vancouver to Sydney, Australia . . . . .	6,960 "
Vancouver to Auckland, New Zealand . . . . .	6,223 "
Vancouver to San Francisco . . . . .	750 "
Vancouver to Calcutta . . . . .	8,960 "

During the Confederation debate at Quebec the Hon. George Brown, in the course of his famous speech introduced some figures which are interesting as showing the activity of the Canadian Provinces in Ship-building.

In 1863, no fewer than 628 vessels were built in British America, of which the aggregate tonnage was not less than 230,312 tons. There were built:

	Vessels	Tons
In Canada . . . . .	158	67,209
In Nova Scotia . . . . .	207	46,862
In New Brunswick . . . . .	137	85,250
In Prince Edward Island . . . . .	100	21,991
In Newfoundland . . . . .	26	6,000
Total . . . . .	628	230,312

In 1861—the year preceding the outbreak of the Civil War—all the vessels built in the United States, with their vast seaboard and 30,000,000 of people, were in the aggregate but 233,193 tons—only 3,000 tons in excess of the British American Provinces.

In 1863 the British American colonies sold ships built by their mechanics to the large amount of \$9,000,000 in gold. A table of the vessels owned and registered in British America, made up to the latest dates, showed that the provinces unitedly owned not fewer than 8,530 vessels, with an aggregate tonnage of not less than 932,246 tons.

	Vessels	Tons
1864, Canada owned . . . . .	3,311	287,187
1863, Nova Scotia . . . . .	3,539	309,551
1863, New Brunswick . . . . .	391	211,680
1863, Prince Edward Island . . . . .	360	31,222
1863, Newfoundland . . . . .	1,429	98,603
Total . . . . .	8,530	932,246

Canada's merchant marine has the honor to sail under the first regularly authorized British Colonial flag.

The Lords Commissioners of the Admiralty, under power vested in them by the Imperial Merchants' Shipping Colours Act of 1889, issued their warrant, dated February 2nd, 1892, authorizing the merchantmen of the Dominion to use the red ensign of Her Majesty's fleet, with the Canadian coat of arms on the flag. Of course they may use the plain red ensign of the Empire if they wish, but since the permission to fly the Dominion flag was issued, Canadian merchant vessels, the world over, generally fly the flag of the Dominion. Canada was the first of the Queen's colonial dominions to which such privilege had been accorded.

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## Précis de l'Histoire de la Navigation

On peut dire, sans crainte d'être soupçonné d'exagération, déclare Rollin, que le commerce est le plus solide fondement de la société civile, et le lien le plus nécessaire pour unir entre eux tous les hommes de quelque pays et de quelque condition qu'ils soient. En effet, par son moyen, le monde entier semble ne former qu'une seule ville et qu'une seule famille. Il y fait régner de toutes parts une abondance universelle. Les richesses d'une nation deviennent celles de tous les autres peuples. Nulle contrée n'est stérile, ou du moins ne se sent de sa stérilité. Tous ses besoins lui sont apportés à point nommé du bout de l'univers, et chaque région est étonnée de se trouver chargée de fruits étrangers que son propre fonds ne pouvait lui fournir, et enrichie de mille commodités qui lui étaient inconnues, et qui cependant font toute la douceur de la vie. C'est par le commerce de la mer et des rivières, c'est-à-dire par la Navigation, que Dieu a uni entre eux tous les hommes d'une manière si merveilleuse, en leur enseignant à conduire et à gouverner les deux choses les plus violentes qui soient dans la nature la mer et les vents, et à les faire servir à leurs usages et à leurs besoins. Il a joint ainsi les peuples les plus éloignés, et il a conservé entre les nations différentes une image de la liaison qu'il a mise entre les parties d'un même corps par les veines et les artères.

Les premiers hommes ne se risquaient pas loin dans les flots : quelques arbres liés ensemble, un tronc creusé leur suffisaient. La perche fut le seul moyen de propulsion d'abord employé et ce ne fut que peu à peu, la crainte cédant, que la voile apparut, puis le gouvernail, enfin les avirons accouplés.



Une des premières embarcations connues

On peut dire du commerce qu'il est presque aussi ancien que le monde. Il a commencé, comme cela était naturel, entre particuliers, les hommes s'entraïdant les uns les autres de ce qu'ils avaient chacun d'utile ou de nécessaire pour la vie. Caïn sans doute fournissait à Abel des bêtes et des fruits de la terre pour sa nourriture ; et Abel, en échange, fournissait à Caïn des peaux et des laines pour s'en revêtir, des laitages et peut-être des viandes pour sa table. Tubalcain, uniquement occupé à mettre en œuvre le cuivre et le fer pour différents usages nécessaires à l'exercice commun de la vie, et pour les armes propres à se défendre ou contre les hommes ennemis, ou contre les bêtes farouches, était certainement obligé d'échanger ses ouvrages de cuivre et de fer contre d'autres mar-

chandises nécessaires pour se nourrir, pour se vêtir, pour se loger. Le commerce ensuite s'avancant tous jours de proche en proche, s'établit entre les groupes d'individus, les villes, et même les contrées voisines ; puis se porta au loin, passa les mers, et après le déluge pénétra jusqu'aux extrémités du monde.

Homère nous apprend que l'usage des temps héroïques du siège de Troie était d'échanger entre les peuples les choses les plus nécessaires à la vie. On lit, à la fin du VIII<sup>e</sup> Livre de l'Iliade, qu'à l'arrivée de quelques vaisseaux toutes les troupes vont en foule acheter du vin les uns pour du cuivre, les autres pour du fer, ceux-là pour des peaux, ceux-ci pour des boeufs, et d'autres pour des esclaves.

On ne voit point dans l'Histoire de plus anciens navigateurs que les Egyptiens et les Phéniciens. Il semble que ces deux peuples voisins aient partagé entre eux le commerce de la mer : que les Egyptiens s'étaient principalement en baré du commerce d'Orient par la mer Rouge, et les Phéniciens de celui d'Occident par la Mer Méditerranée. (1500 ans avant J.-C.)

Si l'on peut dire plus légitimement des Egyptiens qu'ils sont les inventeurs du trafic et de la Navigation, il n'en est pas moins certain que par rapport au commerce ancien ce sont les Phéniciens qui se sont le plus distingués ; et ce sont eux aussi qui peuvent prouver davantage à quel comble de gloire, de puissance, et de richesse une nation est capable de s'élever par les seules ressources du commerce.

Ces peuples n'occupaient qu'une lisière assez étroite le long des côtes de la mer, et Tyr elle-même était bâtie dans un terrain fort ingrat et qui, quand il aurait été plus gras et plus fertile, n'aurait pu être suffisant pour nourrir ce grand nombre d'habitants que les premiers succès de son commerce y avaient attirés.

Deux avantages les dédommageaient de ce défaut. Ils avaient sur les côtes de leur petit Etat d'excellents ports, particulièrement celui de leur capitale ; et ils étaient nés avec un génie si heureux pour le négoce, qu'ils furent regardés comme les inventeurs du commerce de mer, surtout de celui qui se fait par des voyages de long cours.



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Les Phéniciens surent si heureusement profiter de ces deux avantages, que bientôt ils se rendirent les maîtres de la mer et du commerce. Le Liban et les autres montagnes voisines leur fournissant d'excellents bois pour la construction des vaisseaux, on leur vit en peu de temps de nombreuses flottes marchandes, qui hasardèrent des navigations inconnues, pour y établir leur négoce. Ils ne se bornèrent pas aux côtes et aux îles de la Méditerranée, ils entrèrent dans l'Océan à détroit de Cadix ou de Gibraltar, et s'étendirent que dans la mer Baltique. Comme leurs peuples se

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Monnaie de Tyr

multipliaient presque à l'infini par le grand nombre d'étrangers que le désir du gain et l'occasion sûre de s'enrichir attiraient dans leur ville; ils se virent en état de jeter au dehors quantité de peuplades, et particulièrement la fameuse colonne de Carthage, qui, conservant l'esprit Phénicien par rapport au trafic, ne le céda pas même à Tyr dans son négoce, et la surpassa de beaucoup par l'étendue de sa domination, et par la gloire de ses expéditions guerrières.

Les Carthaginois trafiquaient avec Tyr et lui apportant toutes sortes de richesses, et remplissaient ses marchés d'argent, de fer, d'étain et de plomb. La Grèce lui amenait des esclaves et des vases d'airain; la Cappadoce des chevaux et des mulets; l'Arabie des dents d'ivoire et de l'ébène, des agneaux, des bœufs et des bêtes, d'excellents parfums, des pierres précieuses et de l'or.

Les Syriens y exposaient en vente des perles, de la pourpre, les toiles ouvragées, du fin lin, de la soie, et toutes sortes de marchandises précieuses. Les peuples de Juda et d'Israël y apportaient le plus pur froment, le baume, le miel, l'huile et la résine; ceux de l'amas, du vin excellent et des laines d'une couleur vive et éclatante; d'autres peuples des ouvrages de fer, de la myrrhe, des cannes d'excellente odeur, de superbes tapis pour s'asseoir; d'autres enfin des bois de cèdre, des balles d'hyacinthe, des ouvrages en broderie et toutes sortes de marchandises précieuses.

Le trafic avait donné la naissance à Carthage, le trafic lui donna l'accroissement et la mit en état de disputer longtemps à Rome l'empire du monde. Sa situation était bien plus avantageuse que celle de Tyr. Elle était à égale distance de toutes les extrémités de la mer Méditerranée; et les côtes d'Afrique, où elle était située, région vaste et fertile, lui fournissaient abondamment les blés nécessaires pour sa subsistance. Avec de tels avantages, ces Africains, mettant à profit l'heureux génie pour le négoce et la navigation qu'ils avaient apporté de Phénicie, acquirent une si grande science de la mer qu'en cela nulle autre nation ne les égalait. Ils n'épargnaient ni soins ni dépenses pour perfectionner le négoce et la navigation. C'était là leur unique étude. Les autres arts et les sciences n'étaient point cultivés à Carthage. On ne s'y piquait point de bel esprit. On n'y faisait profession ni de poésie, ni d'éloquence, ni de philosophie. Les jeunes gens, dès leur enfance, n'entendaient parler que de comptes, que de marchandises, que de vaisseaux, que de voyages sur mer. L'habileté dans le trafic était comme une succession dans les familles, et faisait la meilleure partie de l'héritage des enfants; et comme ils ajoutaient à l'expérience de leurs pères leurs propres réflexions, on ne doit pas être surpris que cette habileté allât toujours croissant, et fit de si merveilleux progrès.

Aussi le commerce d'éva Carthage à un si haut degré de richesse et de puissance, qu'il fallut aux Romains deux guerres, l'une de vingt-trois ans, l'autre

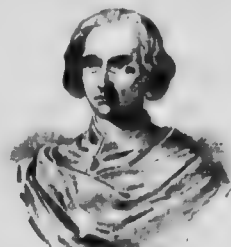
de dix-sept, toutes deux cruelles et douteuses, pour dompter cette rivale importante.

Jamais Carthage n'avait été plus puissante sur mer, que lorsque Alexandre assiéga Tyr sa métropole. Sa fortune commença dès lors à décliner. L'ambition fut la ruine des Carthaginois. Il leur coûta cher de s'être ennuyés de l'état pacifique de marchands, et d'avoir préféré la gloire des armes à celle du trafic. Leur ville, que le commerce avait peuplée d'une si grande multitude d'habitants, en vit diminuer le nombre, pour fournir des troupes et des recrues à leurs armées. Leurs flottes, accoutumées à ne porter que des marchands et des marchandises, ne furent plus chargées que de munitions de guerre et de soldats; et les leurs plus sages et plus heureux négociants, il se forma des chefs et des généraux d'armées, qui lui procurèrent à la vérité une gloire bien éclatante, mais de peu de durée, et bientôt suivie de sa ruine entière.

La prise de Tyr par Alexandre le Grand, et la fondation d'Alexandrie, qui la suivit de près, causèrent une grande révolution dans les affaires du commerce.



Vasco de Gama



Christophe Colomb

Il en fit une des plus belles villes et un des plus beaux ports du monde.

En effet, il n'était pas possible de trouver une plus heureuse situation, ni plus propre à devenir le dépôt de toutes les marchandises de l'Orient et de l'Occident. Cette ville avait d'un côté un libre commerce avec l'Asie et avec tout l'Orient par la mer Rouge. Elle même et le Nil lui donnaient entrée dans les vastes et riches contrées de l'Éthiopie. Le commerce du reste de l'Afrique et de l'Europe lui était ouvert par la Méditerranée; et, quant au négoce intérieur de l'Égypte le Nil et des canaux, faits de mains d'hommes, en fournissaient les moyens. Aussi Tyr, Carthage et Alexandrie ont certainement été les villes de l'antiquité les plus fameuses pour le commerce et la navigation, qui furent exercés aussi avec succès, mais non avec tant de réputation à Athènes, à Corinthe, à Rhodes, à Syracuse, à Valence, et dans plusieurs autres villes de moindre importance.

Les Romains n'ont montré pour la navigation que peu d'enthousiasme. Limitant leur participation au seul rôle de banquiers et d'armateurs, ils abandonnaient aux Grecs, aux Carthaginois la navigation proprement dite. Plus tard lorsqu'ils créèrent une flotte pour protéger leur commerce contre les pirates de la Méditerranée, ce fut Alexandrie, ce furent les vieilles colonies grecques qui leur en fournirent le personnel et le matériel.

Les Gaulois et les Francs furent de hardis marins. Ils se distinguèrent surtout dans leurs flottes de guerre, et les Romains eurent à compter avec eux tant dans la Méditerranée que sur l'Océan.

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Pendant la période de bouleversement qui suivit les invasions des barbares et jusque vers la fin du XII<sup>e</sup> siècle la navigation ne fit aucun progrès, du moins dans la Méditerranée. Marseille d'abord, puis les trois républiques italiennes, Gênes, Pise et Venise la firent revivre avec un nouvel élan.

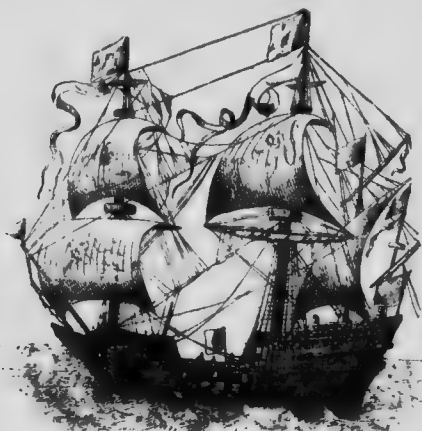
Il est à remarquer que la rame seule et non la voile est employée pendant toute cette période.

L'introduction de la boussole vers cette même époque, en facilitant les opérations maritimes, faisait entrer la Navigation dans une ère nouvelle, et favorisait un nouvel essor vers les grandes découvertes.

De haris navigateurs vont marcher à la reconnaissance des terres inconnues du globe, non plus en suivant les côtes mais en se lançant à travers l'Océan. Après la découverte des Canaries, de Madère, des Açores, des îles du Cap-Vert, Christophe Colomb découvre l'Amérique (1492) et Vasco de Gama double le cap de Bonne-Espérance (1497).

Quelques années après, Magellan trouve, vers l'extrémité de l'Amérique méridionale, un canal qui le conduit dans l'Océan Pacifique dont il traverse l'immense étendue en se dirigeant vers les Indes. C'est ainsi que, de 1492 à 1521, le monde entier se trouve ouvert.

La fréquentation de la haute mer, en privant les navires de la ressource des relâches, oblige de modifier les constructions navales et rend l'emploi des rames de moins en moins efficace. En conséquence on les abandonne. L'usage des voiles carrées s'introduit alors dans la voilure qui, en diminuant ses dimensions peut multiplier ses organes, fournit à la manœuvre des



Vaisseau de guerre du XVII<sup>e</sup> siècle

combinaisons plus variées et plus sûres. La détermination précise de l'orientation et l'emploi des cartes cotières d'abord, puis des cartes marines marquant les méridiens, système de projection perfectionné au XVI<sup>e</sup> siècle par Mercator, l'invention du loch firent faire à la navigation d'immenses progrès en permettant au marin de calculer sa route d'une façon plus exacte et plus rapide.

De cette époque datent les grands voiliers.

Depuis, les cartes de Mercator ont été bien dépassées; la boussole est devenue un instrument d'une précision incomparable; grâce aux progrès de l'hydrographie, aux perfectionnements introduits dans les ins-

truments destinés à l'astronomie nautique, grâce au sextant, aux montres marines, aux chronomètres permettant de fixer aussi facilement la longitude d'un lieu donné que la boussole permet de fixer la latitude, les marins n'eurent plus à redouter les énormes erreurs de 300 à 400 lieues qu'ils pouvaient commettre quand ils étaient bornés à l'emploi de la boussole seule.

La navigation était désormais chose assurée, certaine, mathématique; un plus grand pas ne pouvait plus être fait que par l'application de la vapeur à la navigation.



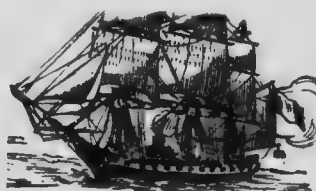
Galère Normande

Le premier quart du XIX<sup>e</sup> siècle a vu la plus belle période de la marine à voile et dans les trois autres quarts la navigation a vu s'accomplir d'immenses progrès par l'application de la vapeur à la propulsion des navires.

Tout le monde sait que le mécanicien James Watt perfectionna les machines à vapeur au XVIII<sup>e</sup> siècle, mais ce n'est qu'en 1801 que le premier steamer fit son apparition sur la rivière Clyde en Écosse. Six ans après, Fulton établit sur l'Hudson son premier service de bateau à vapeur, entre New-York et Albany, et c'est en 1809 qu'on lance à Montréal le premier vaisseau à vapeur du Canada.

En réalité la marine à vapeur n'a commencé à se développer qu'entre 1820 et 1825.

Les premiers vapeurs de 50 à 75 chevaux furent à aubes, c'est-à-dire que la propulsion était obtenue au



Napoléon, frégate mixte  
à vapeur (1843)  
65 mètres, 1000 tonneaux

moyen de roues latérales. En 1810, Sauvage inventa l'hélice employée pour la première fois sur le **Napoléon**.

Avec la vapeur, la voilure, jusqu'alors le principal agent de locomotion, ne joue plus qu'un rôle secondaire, et le marin possède un instrument puissant qui lui permet de maîtriser le caprice des éléments et d'imprimer à la marche du navire une rapidité et une régularité surprenantes. A ce perfectionnement capital

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sont venus s'ajouter l'emploi des chaudières tubulaires; celui des coques et des câbles de fer, la combinaison de la voilure avec la propulsion par la vapeur, l'usage de turbines, la télégraphie sans fil, etc.

Le radeau incertain des premiers âges est devenu, après quelques milliers d'années, la ville flottante des longues traversées ou la forteresse d'acier qui s'érige au milieu des mers. La comparaison est frappante



Le Clermont (1812)  
164 pieds, 156 tonneaux

entre le petit **Clermont** de Fulton d'il y a cent ans et les géants de la mer qui traversent avec rapidité les Océans.

Il y a aujourd'hui une formidable concurrence entre les marines marchandes, chaque grande nation maritime s'efforçant de supplanter sa voisine autant pour le transport des passagers que pour celui des marchandises.

Aussi voit-on les grands ports maritimes modernes, New-York, Londres, Anvers, Hambourg, Hong-Kong, Montevideo, Marseille, Liverpool, Gènes, Boston, Rotterdam, Philadelphie, Montréal, Baltimore, se disputer entre eux les premiers rangs parmi les ports du monde.

Le mot de sir Walter Raleigh: "Qui tient la mer, tient le commerce; qui tient le commerce, tient la richesse du monde et qui tient la richesse du monde, tient le monde lui-même", sera toujours vrai.



France, Clipper grand voilier  
à 4 mats (1900)  
100 mètres, 3,800 tonneaux

## Tableau de la Navigation à Montréal.

Année Year	Ouverture de la Navigation opening	Clôture de la Navigation closing	Premier ar- rivage de la mer First arrival from the sea	Dernier Dé- part pour la mer Last depart- ure for the sea	Année Year	Ouverture de la Navigation opening	Clôture de la Navigation closing	Premier ar- rivage de la mer First arrival from the sea	Dernier Dé- part pour la mer Last depart- ure for the sea
1852	25 avril	18 déc.	2 mai	27 nov.	1886	21 avril	déc.	26 avril	25 nov.
1853	15 "	15 "	28 avril	26 "	1887	1 mai	3 "	3 mai	28 "
1854	25 "	6 "	29 mai	23 "	1888	29 avril	11 "	4 "	22 "
1855	28 "	12 "	9 mai	20 "	1889	14 "	29 "	27 avril	23 "
1856	24 "	3 "	30 avril	24 "	1890	11 "	3 "	30 "	24 "
185	18 "	13 "	1 mai	25 "	1891	17 "	17 "	27 "	21 "
1858	9 "	12 "	20 avril	24 "	1892	13 "	23 "	3 mai	23 "
1859	1 "	11 "	3 mai	26 "	1893	21 "	4 "	27 avril	21 "
1860	10 "	7 "	30 avril	25 "	1894	12 "	26 "	27 "	25 "
1861	21 "	22 "	27 "	4 déc.	1895	20 "	5 "	28 "	23 "
1862	23 "	7 "	28 "	27 nov.	1896	22 "	19 "	30 "	24 "
1867	25 "	12 "	6 mai	26 "	1897	17 "	12 "	26 "	28 "
1864	13 "	11 "	28 avril	7 déc.	1898	31 mars	10 "	25 "	25 nov.
1865	10 "	16 "	3 mai	21 nov.	1899	24 avril	10 "	7 "	28 nov.
1866	19 "	15 "	1 "	28 "	1900	21 "	8 "	1 mai	27 "
1867	22 "	6 "	4 "	29 "	1901	21 "	9 "	2 mai	28 "
1868	7 "	6 "	30 avril	24 "	1902	3 "	10 "	26 "	29 "
1869	25 "	18 "	22 "	27 "	1903	19 "	12 "	28 avril	2 déc.
1870	18 "	1 "	22 "	29 "	1904	25 "	13 "	30 avril	26 "
1871	8 "	8 "	5 mai	28 "	1905	19 "	14 "	23 "	25 "
1872	1 mai	8 "	21 "	21 "	1906	20 "	15 "	11 "	2 "
1873	5 avril	26 nov.	29 "	24 "	1907	23 "	16 "	2 mai	2 nov.
1874	25 "	13 déc.	11 "	21 "	1908	29 "	17 "	21 avril	29 nov.
1875	23 mai	29 nov.	9 "	22 "	1909	19 "	18 "	28 "	1 déc.
1876	27 avril	10 déc.	29 avril	24 "	1910	3 "	19 "	1 mai	23 nov.
1877	17 "	2 jan. 78	29 "	24 "	1911	26 "	20 nov.	2 mai	2 "
1878	30 mars	23 déc.	1 mai	24 "	1912	29 "	15 déc.	21 avril	29 nov.
1879	24 avril	19 "	22 "	23 "	1913	16 "	27 "	28 "	1 déc.
1880	17 "	3 "	26 avril	23 "	1914	22 "	13 "	1 mai	6 déc.
1881	21 "	2 jan. 82	6 mai	21 "	1915	18 "	8 "	7 "	14 "
1882	11 "	9 déc.	5 "	20 "	1916	26 "	17 "	21 Avril	.....
1883	27 "	16 "	8 "	20 "	1917	19 "	.....	.....	.....
1884	22 "	18 "	.....	.....	1918	21 "	.....	.....	.....
1885	5 mai	7 "	.....	.....	1919	14 "	.....	.....	.....
					1920	.....	.....	.....	.....

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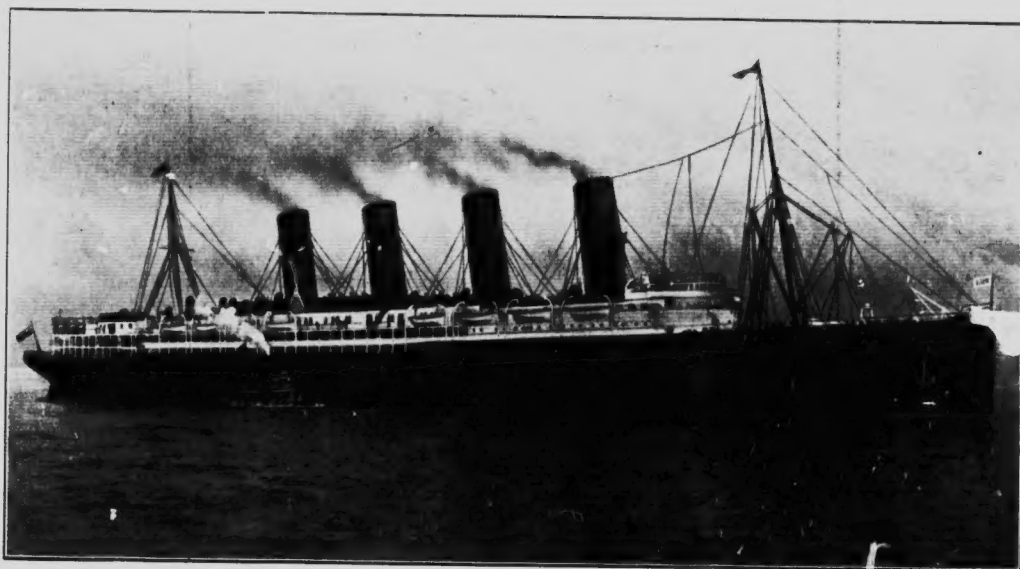
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The whole of Germany went delirious with joy at the news and their school children were given a holiday to join in the national celebration.

LE LUSITANIA

Un des plus majestueux et des plus rapides paquebots du monde, coulé à l'improviste par un sous-marin allemand, le vendredi 7 mai 1915, à 2 heures de l'après-midi. Il y eut onze cent quarante victimes, dont près de cinquante bébés de moins de deux ans, et cent cinquante passagers américains. L'histoire n'enregistre guère d'acte plus atroce. L'Allemagne toute entière manifesta une joie profonde!

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en Mer.**

212

